

SOUTH PRODUCTION NOTES

**December 1, 2013
Afternoon Shift**

**BASF EMPLOYEES
150 Last Recordable
169 Last Lost Time**

Alumina Gel and building 9 are regulated areas due to Vanadium

#1 MED A-520: Trial. Will resume on Monday.

#1 RC / A-520: Trial.

Exhaust to Trimer

Midnight Shift Update: Turned off the cooling water from the chiller to line one and opened it to line 2.

Day shift: No change, granulator moved to #2 RC.

#2 MED line/ D-0768: Continue on. ANY WET MIX GENERATED NEEDS TO BE ADDED BACK INTO THE MIXER.

Midnight Shift Update: Running MED line. Watch inserts, running low (0593P067).

Day Shift: Ran OK during shift, down afternoon shift due to number of bags on floor and personell moves (24-25 bags as of 2:30 pm).

#2 RC/ D-0768: A work order has been written to have a 5" dam installed on the calciner.

Midnight Shift Update: Will move granulator to #2 RC on Sunday after it is cleaned.

Also, hoping to install dam Sunday morning if maintenance can get freed up...they do not have this activity planned for the weekend....yet.

Day shift: Granulator moved to #2 RC, need to connect. Also, still need maintenance to install dam.

Exhaust to F1

Tank 7 / Empty and Clean: Tank is rinsed and toted off.

Midnight Shift Update: No change from afternoon shift.

Day shift: No change

Old Pfaudler D-0756: Done. Pfaudler has been acid washed.

Midnight shift Update: No update.

Day shift: No change. Confirm with engineers/production team Monday morning regarding start-up date for D-0756.

#3 MED Dryer / D-1794 NAQ: All totes have been fed. Will need a clean up around the discharge of the dryer. We will be restarting this line week of Dec 2 (this week).

#3 RC / D-1795 NAQ: Continue feeding in the following order: (1) all of the green label bags on 2nd floor either in front of 7 tank or next to RC feed hopper. As of 1:00 pm 9 bags remain; (2) next, feed the 3 calcined bags with Chevron labels that are from lots 15 and 18. These are by the repack hopper; (3) finally, the 2 contaminated bags located near the elevator. Temps will need to be changed (lowered) for the Chevron calcined bags, then raised back to normal temp for the final two bags. NOTE: There are also 4 drums of contaminated undried material – these drums are not to be fed.

Exhaust to CTO

Midnight Shift Update: Continue to feed.

Day shift: Lowering temps on calciner to feed the three calcined Chevron bags.

#4 RC / D-5206: Continue feeding as material available.

Exhaust to 4 DC

Midnight Shift Update: Continue to feed.

Day shift: Continue to feed as material available.

National Dryer / 5206 : Continue to feed as batches come from the abbe.

Midnight Shift Update: Continue to feed.

Day shift: continue to feed as material available.

Abbe Blender / D-5206: Continue to run through the weekend.

Midnight Shift Update: Continued to run after operator dropped the New Pfaudler batch.

Day shift: Continue on. Remember - day shift Monday we will not be able to run due to contractor work in HC-11.

#5 RC / 1520: Calciner is running. Keep in mind that this is a regulated area. **Wear your respirators – Vanadium.**

Exhaust to Trimer

Midnight Shift Update: Continued to run without issues.

Day shift: Continue feeding, no issues.

HC-11 Tanks / 1520: Continue making solution batches in 4 tank, and transfer to 6 tank when ready.

Midnight Shift Update: A new tank has not been made – manpower. Still have solution made last night in Tank 4.

Day shift: Solution was transferred late midnight shift to 6 tank. Need next solution tank made in 4 tank (extra personnel coming in 3:00 am from C shift!).

PK Blender / 1520: Continue to run. Remember this area is now regulated due to Vanadium. When we get to batch 101 we will need to change to unloading into different bags. They will be 67004945 or 906111. They will need to be cleaned and weighed. We will need to track these bags and weights on a sheet.

Midnight Shift Update: Switched over to the 111 bag when we started batch 101. Bags are being dropped at the 509 drop in shipping. Make sure that they are labeled, cleaned and weighed. Additionally, and after contacting engineer, we will impregnate the next batches using solution Batch 102 but we will use the same combination of numbers we used with solution Batch 101.

Day shift: Continue making batches using the 11 bags, and continue with the instructions above.

New Pfaudler / Cleaned for BE-0101: The first batch was made and unloaded and the 2nd was made and is still drying. This will need to be unloaded on midnight shift and taken to tunnel kilns.

Midnight Shift Update: The second batch was unloaded and transferred top the Tunnel Kiln area.

Day shift: Began loading later 7-3 shift after fixing the car puller relay switch arm, then confirmed loading instructions with Noemi (loading 5 saggars, not 4 as Jack Pettry indicated on Saturday). We will be unloading directly to open top bags with the first two batches, then analyze and make decision on when to install screener. Will have more information on Monday.

#6 DRYER - RC / clean for 0796: Will need to finish with a final vacuum on the dryer of the 5202 material and begin reassembly of the dryer/screener/calcliner.

Exhaust to Sly Scrubber

Midnight Shift Update: No change at this time.

Day shift: No change, need to assign extra person/people coming in on 11-7 shift (at 3:00 am) to finish dryer vacuuming and final assembly.

Tower 3 / Cu-0860: Loaded and running , coming down Sunday afternoon.

Midnight Shift Update: After verifying with reduction tower operator, this tower will not come down until mid Sunday morning.

Tower 6 / Cu-0860: Tower is loaded and running.

Midnight Shift Update: No change.

Day shift: Continue on.

Harrop Kiln - Al-3921 T 3/16": Continue running. The automatic pusher at the cool down zone in the Kiln still not working. It appears as if the clutch is disengaging while pushing carts. Work notification written for one of the blowers on the kiln (#5 blower

stopped working). Still operable, but maintenance needs to see Tower operator for more information.

Midnight Shift Update: Continuing to run.

Day shift: Continue on.

North Screener / Cu-0860: Continue on.

Midnight Shift Update: Still running.

Day shift: Continue on.

South Screener /E-406: on hold. If we continue to man the North screener on all shifts we should not have to switch this screener over to Cu0860.

Midnight Shift Update: Need to ask once again if the screener can be switched over to Cu-0860.

Day shift: Per midnight shift GLs request, will ask Grodecki Monday morning for guidance on south screener.

#2662 Pill Machine / Al-3917 3/16: Since the new bag/batch was hung, machine has been running well.

#2664 Pill Machine / Al-3917 3/16: Continue on running.

Midnight Shift Update: Continuing to run. All pill mix left over is in the hoppers. #2662 should be empty by morning.

Day shift: out of pill mix on 2662; 2664 should run out sometime afternoon shift Sunday.

Break down and clean both machines, then hold for instructions on next material.

Tunnel Kiln #2 / Al-3921: Continue feeding. May make a decision to stop by early next week, or finish feeding all of the bags (decision by Monday morning). As of mid-day Friday, 11 full bags and 1 partial to feed.

Midnight Shift Update: Continuing to run.

Day shift: Continue on...will decide on Monday when or whether to stop kiln so screener can be used on #4 tunnel kiln.

Tunnel Kiln #4 / BE-0101: The first batch was made on the pfadler during afternoon shift. Begin loading on midnight shift. Will also need to "steal" the Sweco screener from #2 kiln...to be determined when this will occur.

Midnight Shift Update: Contacted engineer (Noemi) to discuss loading the Kiln tonight. As of tonight no decision had been made on using the sweco screener on TK-4. The hoist has not been installed and the sweco screener is still being used on TK-2. It does not seem prudent to begin loading the material until we have a clear path of whether we are going to bag the material off coming of the tunnel kiln (if we are not using the sweco screener) or take the screener off TK-2.

Day shift: Started loading late 7-3 shift after car puller relay switch was repaired. Follow MOD and continue loading. Will unload into open top bags, analyze, then decide on when to move screener from #2 to #4.

